

ROADS AND BRIDGES



The FY 2011-15 Capital Improvement Program supports a variety of projects designed to improve and diversify transportation linkages within the City. The Capital Improvement Program continues investments in neighborhood streets and infrastructure.



NEW SIDEWALK TARGETED EXPANSION PROGRAM (NSTEP)

Department:	<u>PUBLIC WORKS</u>	Ranking:	<u>GROUP A - CRITICAL PRIORITY</u>
Project Status:	<u>REVISION</u>	Strategic Goal:	<u>MOBILE CITY</u>
Start/Finish Dates:	<u>JULY 1999</u> <u>ON-GOING</u> <u>2020+</u>	Comp. Plan Principle:	<u>CREATE SAFE, WALKABLE SPACES AND ACCESSIBLE DESTINATIONS</u>

Project Description:

The NSTEP Program (Neighborhood Sidewalk Targeted Expansion Program) was developed in response to concerns expressed by City residents. It is an ongoing project that is designed to construct sidewalk on at least one side of every street within the City of Greenville. In addition to the construction of sidewalk with curb lawn, improvements are also made to the existing curb, gutter, and storm drainage along the street.

Project Justification (Including Relationship to Strategic Goals, Comprehensive Plan, etc.):

In early 1998, the Department of Public Works initiated a summary analysis of the sidewalks. It was determined that the development of a new sidewalk program would benefit the City and its residents in a variety of ways including: increased safety for pedestrians; increased compliance with ADA accessibility standards and requirements; improved landscaping and vegetation; and aesthetic benefits.

Method for Estimating Cost:

Based on a per linear foot cost developed from NSTEP Rounds 1 through 5.

Project Status (As of January 1, 2010):

Round 5 was completed in Fall 2009. Round 6 is in design and will be completed by May 2010.

Other Special Considerations (Future Expansion/Special Features/Etc.):

The City is using in-house design and surveying for NSTEP Round 6.

OMB estimate of operating costs reflects additional sidewalk maintenance costs at \$1.06 per linear foot, assuming 6,000 feet installed per year.

PROJECT ITEMS	FUNDING TO-DATE	FY 10/11 COST	FY 11/12 COST	FY 12/13 COST	FY 13/14 COST	FY 14/15 COST	TOTAL PROJECT COST
Planning/Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Site Acquisition Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Improvements	\$5,398,671	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$7,398,671
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROJECT COST	\$5,398,671	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$7,398,671
PROJECT FUNDING SOURCES (LIST)	FUNDING TO-DATE	FY 10/11 EST. FUNDS	FY 11/12 EST. FUNDS	FY 12/13 EST. FUNDS	FY 13/14 EST. FUNDS	FY 14/15 EST. FUNDS	TOTAL PROJECT FUNDING
State "C" Funds	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
Greenville County	\$48,671	\$0	\$0	\$0	\$0	\$0	\$48,671
General Fund	\$4,350,000	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$6,350,000
General Obligation Bond - 2001	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
General Obligation Bond - 2006	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000
TOTAL PROJECT FUNDING	\$5,398,671	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$7,398,671
OPERATIONAL COSTS							
Operating Impact		\$0	\$12,720	\$19,080	\$25,440	\$31,800	\$89,040
Cumulative Operating Impact		\$0	\$12,720	\$31,800	\$57,240	\$89,040	\$89,040
FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00
Cumulative FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00

STREET RESURFACING

Department:	PUBLIC WORKS	Ranking:	GROUP A - CRITICAL PRIORITY
Project Status:	REVISION	Strategic Goal:	MOBILE CITY
Start/Finish Dates:	JULY 2006 ON-GOING	Comp. Plan Principle:	MAINTAIN QUALITY OF REDEVELOPED AREAS

Project Description:

The condition of all City streets has been rated and assigned a score ranging from 2 to 10. This number is called the Pavement Quality Index (PQI). In six of the past seven years, approximately \$500,000 was spent to resurface the streets in priority order of "worst to first".

Project Justification (Including Relationship to Strategic Goals, Comprehensive Plan, etc.):

When the resurfacing program was started, most of the streets that were selected for improvements were in such condition that significant portions of the existing structure had been removed and replaced before resurfacing could begin. The City has made progress since then, so streets that are now rehabilitated do not usually require the replacement of such large sections of the existing pavement structure. In order to maximize the benefit of every maintenance dollar, it is imperative that all the streets within the City of Greenville receive regular maintenance.

Method for Estimating Cost:

Lump sum and a cost estimate using current construction costs is prepared after the streets selected for rehabilitation are prioritized.

Project Status (As of January 1, 2010):

Project is suspended in FY 2009-10. Funding is included to access the Greenville County Transportation Committee's resurfacing match in FY 2010-11.

Other Special Considerations (Future Expansion/Special Features/Etc.):

Plans are to develop a crack sealing program and to evaluate the merits of microsurfacing with the objective of maximizing the funding that is appropriated yearly for pavement rehabilitation. Additionally, to comply with the Americans With Disabilities Act (ADA), sidewalks will need to be brought into compliance when street segments are rehabilitated.

PROJECT ITEMS	FUNDING TO-DATE	FY 10/11 COST	FY 11/12 COST	FY 12/13 COST	FY 13/14 COST	FY 14/15 COST	TOTAL PROJECT COST
Planning/Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Site Acquisition Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Improvements	\$1,615,586	\$150,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,765,586
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROJECT COST	\$1,615,586	\$150,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,765,586
PROJECT FUNDING SOURCES (LIST)	FUNDING TO-DATE	FY 10/11 EST. FUNDS	FY 11/12 EST. FUNDS	FY 12/13 EST. FUNDS	FY 13/14 EST. FUNDS	FY 14/15 EST. FUNDS	TOTAL PROJECT FUNDING
Greenville County	\$80,586	\$0	\$0	\$0	\$0	\$0	\$80,586
Capital Projects Fund	\$35,000	\$100,000	\$0	\$0	\$0	\$0	\$135,000
General Fund	\$1,500,000	\$50,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,550,000
TOTAL PROJECT FUNDING	\$1,615,586	\$150,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,765,586
OPERATIONAL COSTS							
Operating Impact		\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Operating Impact		\$0	\$0	\$0	\$0	\$0	\$0
FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00
Cumulative FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00

FAIRFOREST WAY REHABILITATION

Department:	<u>PUBLIC WORKS</u>	Ranking:	<u>N/A</u>
Project Status:	<u>CONTINUATION</u>	Strategic Goal:	<u>PROSPEROUS CITY</u>
Start/Finish Dates:	<u>APR 2007</u> <u>MAR 2011</u>	Comp. Plan Principle:	<u>PROVIDE LINKAGES BETWEEN ALL TRANSPORTATION OPTIONS</u>

Project Description:

This project includes a total rehabilitation of roadway infrastructure along a 2.1 mile section of Fairforest Way. The new road will be a four-lane divided arterial street with curb and gutter, sidewalks with curb lawns, landscape plantings, raised planted median islands, and shared bicycle lanes in each direction. Additionally, a new signal is planned for the Mauldin Road intersection and possibly at the Wenwood Drive intersection. A signal upgrade to mast arm poles is planned for the existing span wire signal at Ridge Road.

Project Justification (Including Relationship to Strategic Goals, Comprehensive Plan, etc.):

Fairforest Way provides an alternate transportation link to I-85 from Mauldin Road to Woodruff Road via Millennium Boulevard and Carolina Point Parkway. However, the existing pavement along Fairforest Way has deteriorated to a very substandard condition. Increased development in the area, along with new residential housing, also warrants the need for full pedestrian and bicycle accommodation.

Method for Estimating Cost:

Engineer's estimate.

Project Status (As of January 1, 2010):

Phase 1 (Mauldin Road to Ridge Road) is funded through a SAFETEA-LU earmark with 20% Local Match and \$2,500,000 million in stimulus funds approved by the GPATS Policy Committee. The first phase will be let by SCDOT in February 2010 with a Notice to Proceed expected in April 2010. Phase 2 (Ridge Road to Laurens Road) is funded by SAFETEA-LU earmark. SCDOT has agreed to take over rights-of-way acquisition since there are six property owners who are unwilling to donate rights-of-way needed for the proposed improvements. Design and right-of-way plans are nearly complete. There is no stimulus funding associated with this second phase.

Other Special Considerations (Future Expansion/Special Features/Etc.):

OMB estimate of operating costs reflects additional street lighting and landscape maintenance costs based on similar projects.

PROJECT ITEMS	FUNDING TO-DATE	FY 10/11 COST	FY 11/12 COST	FY 12/13 COST	FY 13/14 COST	FY 14/15 COST	TOTAL PROJECT COST
Planning/Design	\$310,000	\$0	\$0	\$0	\$0	\$0	\$310,000
Site Acquisition Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Improvements	\$6,588,125	\$0	\$0	\$0	\$0	\$0	\$6,588,125
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Management	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
TOTAL PROJECT COST	\$6,938,125	\$0	\$0	\$0	\$0	\$0	\$6,938,125
PROJECT FUNDING SOURCES (LIST)	FUNDING TO-DATE	FY 10/11 EST. FUNDS	FY 11/12 EST. FUNDS	FY 12/13 EST. FUNDS	FY 13/14 EST. FUNDS	FY 14/15 EST. FUNDS	TOTAL PROJECT FUNDING
Federal Grant - SAFETEA-LU	\$5,600,000	\$0	\$0	\$0	\$0	\$0	\$5,600,000
State Revenue	\$15,787	\$0	\$0	\$0	\$0	\$0	\$15,787
General Obligation Bond - 2006	\$706,000	\$0	\$0	\$0	\$0	\$0	\$706,000
Property Sales	\$616,338	\$0	\$0	\$0	\$0	\$0	\$616,338
TOTAL PROJECT FUNDING	\$6,938,125	\$0	\$0	\$0	\$0	\$0	\$6,938,125
OPERATIONAL COSTS							
Operating Impact		\$0	\$66,760	\$70,098	\$73,603	\$77,284	\$287,745
Cumulative Operating Impact		\$0	\$66,760	\$136,858	\$210,461	\$287,745	\$287,745
FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00
Cumulative FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00

ICAR ROAD C

Department:	PUBLIC WORKS	Ranking:	N/A
Project Status:	CONTINUATION	Strategic Goal:	PROSPEROUS CITY
Start/Finish Dates:	APR 2007 NOV 2010	Comp. Plan Principle:	ENCOURAGE REDEVELOPMENT AND INFILL FOR COMMERCIAL CORRIDORS

Project Description:

Two sections of Road C will need to be designed and constructed. The first section provides access to the Red Roof Inn and will close off the existing SC Department of Transportation (SCDOT) frontage road at Laurens Road, which has become a safety concern because of the close proximity to the I-85 northbound on-ramp. The second section of road provides secondary access to the Hubbell Lighting property and the Millennium Campus from Millennium Boulevard. Both roads will terminate in cul-de-sacs. This will eliminate a costly bridge and railroad crossing that would have been required if they were connected to each other as originally proposed.

Project Justification (Including Relationship to Strategic Goals, Comprehensive Plan, etc.):

As part of the SCDOT Encroachment Permit for Millennium Boulevard at Laurens Road (US-276), the State requested that the City close off the existing frontage road that parallels I-85 and provide alternate access to the existing Red Roof Inn. The lower section of Road C (Vision Court) will be the location of the American Titanium Works applied engineering facility. The project will help spur further development of the Clemson University ICAR and Millennium Campus developments.

Method for Estimating Cost:

Engineering Estimate based on 100% Plans.

Project Status (As of January 1, 2010):

Contract negotiations are underway.

Other Special Considerations (Future Expansion/Special Features/Etc.):

OMB estimate of operating costs reflects additional landscaping and street lighting costs.

PROJECT ITEMS	FUNDING TO-DATE	FY 10/11 COST	FY 11/12 COST	FY 12/13 COST	FY 13/14 COST	FY 14/15 COST	TOTAL PROJECT COST
Planning/Design	\$111,000	\$0	\$0	\$0	\$0	\$0	\$111,000
Site Acquisition Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Improvements	\$1,381,000	\$0	\$0	\$0	\$0	\$0	\$1,381,000
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Management	\$8,000	\$0	\$0	\$0	\$0	\$0	\$8,000
TOTAL PROJECT COST	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
PROJECT FUNDING SOURCES (LIST)	FUNDING TO-DATE	FY 10/11 EST. FUNDS	FY 11/12 EST. FUNDS	FY 12/13 EST. FUNDS	FY 13/14 EST. FUNDS	FY 14/15 EST. FUNDS	TOTAL PROJECT FUNDING
Federal Grant - SAFETEA-LU	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000
State Revenue	\$166,000	\$0	\$0	\$0	\$0	\$0	\$166,000
General Obligation Bond - 2003	\$134,000	\$0	\$0	\$0	\$0	\$0	\$134,000
TOTAL PROJECT FUNDING	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
OPERATIONAL COSTS							
Operating Impact		\$0	\$9,064	\$9,064	\$9,064	\$9,064	\$36,256
Cumulative Operating Impact		\$0	\$9,064	\$18,128	\$27,192	\$36,256	\$36,256
FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00
Cumulative FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00

BIKE LANE PROGRAM

Department:	PARKS AND RECREATION	Ranking:	GROUP B - HIGH PRIORITY
Project Status:	REVISION	Strategic Goal:	MOBILE CITY
Start/Finish Dates:	JULY 2008 JUN 2015	Comp. Plan Principle:	ENCOURAGE A WIDE VARIETY OF TRANSPORTATION MODES

Project Description:

This project provides funding for the installation of on-street bicycle facilities in concert with the Trails and Greenways Master Plan approved by City Council. The project funds the planning, design, and construction of on-street bicycle facilities. Examples of facilities include bicycle lanes; bicycle sharrows, signage, and other innovative bicycle markings; and techniques to promote complete streets and alternative transportation. Project work will be targeted for streets that are not scheduled for resurfacing by the City, but do require on-street markings. Funds may be used to supplement SCDOT resurfacing projects when new bicycle facilities are added to a roadway.

Project Justification (Including Relationship to Strategic Goals, Comprehensive Plan, etc.):

The implementation of on-street bicycle lanes and facilities creates an integrated network of transportation opportunities for residents and visitors. On-street bicycle facilities are the quickest and most cost-effective way to expand the non-motorized transportation network. The on-street bicycle system will integrate neighborhoods with transit, parks, shopping, schools, civic centers, and downtown by providing safe and convenient transportation alternatives both for those who can and cannot afford a vehicle. The expansion of on-street bicycle facilities is a recurring theme throughout the Trails and Greenways Master Plan, the Downtown Master Plan, the Comprehensive Plan, and GPATS Long Range Transportation Plan. These on-street facilities serve as the critical link for bicyclists between home, work, and play.

Method for Estimating Cost:

Estimate based on previous pavement marking contracts issued by the City.

Project Status (As of January 1, 2010):

The funding for this project was suspended in FY 2009-10.

Other Special Considerations (Future Expansion/Special Features/Etc.):

OMB estimate of operating costs reflects additional street sweeping costs because of higher maintenance required for roads with bicycle lanes.

PROJECT ITEMS	FUNDING TO-DATE	FY 10/11 COST	FY 11/12 COST	FY 12/13 COST	FY 13/14 COST	FY 14/15 COST	TOTAL PROJECT COST
Planning/Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Site Acquisition Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Improvements	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$270,000
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROJECT COST	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$270,000
PROJECT FUNDING SOURCES (LIST)	FUNDING TO-DATE	FY 10/11 EST. FUNDS	FY 11/12 EST. FUNDS	FY 12/13 EST. FUNDS	FY 13/14 EST. FUNDS	FY 14/15 EST. FUNDS	TOTAL PROJECT FUNDING
Property Sales	\$0	\$45,000	\$0	\$0	\$0	\$0	\$45,000
General Fund	\$45,000	\$0	\$45,000	\$45,000	\$45,000	\$45,000	\$225,000
TOTAL PROJECT FUNDING	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$270,000
OPERATIONAL COSTS							
Operating Impact		\$0	\$500	\$1,000	\$1,500	\$2,000	\$5,000
Cumulative Operating Impact		\$0	\$500	\$1,500	\$3,000	\$5,000	\$5,000
FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00
Cumulative FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00

HUDSON/WESTFIELD STREET IMPROVEMENTS

Department:	<u>PUBLIC WORKS</u>	Ranking:	<u>N/A</u>
Project Status:	<u>CONTINUATION</u>	Strategic Goal:	<u>CITY OF CULTURE AND RECREATION</u>
Start/Finish Dates:	<u>MAR 2010</u> <u>AUG 2011</u>	Comp. Plan Principle:	<u>CREATE SAFE, WALKABLE SPACES AND ACCESSIBLE DESTINATIONS</u>

Project Description:

Improvements along South Hudson and Westfield Streets will be completed under a "C" funds project and will coincide with the opening of A.J. Whittenberg school. The project is to include curb, gutter, sidewalk, curb lawn, and some roadway rehabilitation.

Project Justification (Including Relationship to Strategic Goals, Comprehensive Plan, etc.):

This project would improve public access and enhance visual appearance in the surrounding areas.

Method for Estimating Cost:

Lump sum estimate. Some design effort will be required to identify work to be performed, followed by an engineering cost estimate.

Project Status (As of January 1, 2010):

Design/bid phase is underway.

Other Special Considerations (Future Expansion/Special Features/Etc.):

OMB estimate of operating costs based on additional landscaping and sidewalk maintenance costs.

PROJECT ITEMS	FUNDING TO-DATE	FY 10/11 COST	FY 11/12 COST	FY 12/13 COST	FY 13/14 COST	FY 14/15 COST	TOTAL PROJECT COST
Planning/Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Site Acquisition Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Improvements	\$928,614	\$500,000	\$0	\$0	\$0	\$0	\$1,428,614
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROJECT COST	\$928,614	\$500,000	\$0	\$0	\$0	\$0	\$1,428,614
PROJECT FUNDING SOURCES (LIST)	FUNDING TO-DATE	FY 10/11 EST. FUNDS	FY 11/12 EST. FUNDS	FY 12/13 EST. FUNDS	FY 13/14 EST. FUNDS	FY 14/15 EST. FUNDS	TOTAL PROJECT FUNDING
Property Sales	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000
West End Tax Increment Fund	\$68,614	\$0	\$0	\$0	\$0	\$0	\$68,614
Greenville County School District	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
State "C" Funds	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$1,000,000
TOTAL PROJECT FUNDING	\$928,614	\$500,000	\$0	\$0	\$0	\$0	\$1,428,614
OPERATIONAL COSTS							
Operating Impact		\$5,000	\$5,125	\$5,253	\$5,384	\$5,519	\$26,281
Cumulative Operating Impact		\$5,000	\$10,125	\$15,378	\$20,762	\$26,281	\$26,281
FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00
Cumulative FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00

SALTERS ROAD IMPROVEMENTS

Department:	<u>PUBLIC WORKS</u>	Ranking:	<u>GROUP A - CRITICAL PRIORITY</u>
Project Status:	<u>REVISION</u>	Strategic Goal:	<u>PROSPEROUS CITY</u>
Start/Finish Dates:	<u>OCT 2009</u> <u>JUN 2014</u>	Comp. Plan Principle:	<u>PROVIDE LINKAGES BETWEEN ALL TRANSPORTATION OPTIONS</u>

Project Description:

Reconstructing Salters Road will provide an alternate transportation link to Woodruff Road by providing access to surrounding large-scale developments. The project would occur in two sections: from Verdae Boulevard to Old Sulphur Springs Road (section one), and from Old Sulfur Springs Road to Millenium Boulevard (section two). Both sections are currently on the Greenville-Pickens Area Transportation Study's Transportation Improvement Program and the State's Transportation Improvement Program.

The City, County, and SCDOT have a design and financial participation agreement currently pending. Section one requires a 20% local match since it is a City road. Section two is a State road and no local match is required. The proposed cross-section for improvements is four travel lanes, bike lanes, sidewalks, and planted medians.

Project Justification (Including Relationship to Strategic Goals, Comprehensive Plan, etc.):

The Woodruff Road Corridor Study Final Report recognized that secondary access to many of the developments on the eastside of the City are essential in order to provide safe and efficient access to large scale development sites including ICAR, Millennium Campus, Verdae Development, and the Point. This would provide an alternative to Woodruff Road to access these developments.

Method for Estimating Cost:

Estimate provided by the State Department of Transportation.

Project Status (As of January 1, 2010):

The SCDOT has received proposals for environmental and design tasks for the project and staff expects consultant selection and contract to be in place before January 1, 2010. Design and construction phases are to span over four federal fiscal years starting October 2009 with estimated completion in October 2012.

Other Special Considerations (Future Expansion/Special Features/Etc.):

OMB estimate operating costs based on additional landscaping costs for both section one and two of Salters Road as the City will assume maintenance for all segments.

PROJECT ITEMS	FUNDING TO-DATE	FY 10/11 COST	FY 11/12 COST	FY 12/13 COST	FY 13/14 COST	FY 14/15 COST	TOTAL PROJECT COST
Planning/Design	\$61,875	\$0	\$0	\$0	\$0	\$0	\$61,875
Site Acquisition Costs	\$0	\$0	\$10,000	\$0	\$0	\$0	\$10,000
Improvements	\$0	\$0	\$0	\$200,000	\$150,000	\$0	\$350,000
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROJECT COST	\$61,875	\$0	\$10,000	\$200,000	\$150,000	\$0	\$421,875
PROJECT FUNDING SOURCES (LIST)	FUNDING TO-DATE	FY 10/11 EST. FUNDS	FY 11/12 EST. FUNDS	FY 12/13 EST. FUNDS	FY 13/14 EST. FUNDS	FY 14/15 EST. FUNDS	TOTAL PROJECT FUNDING
Property Sales	\$61,875	\$0	\$0	\$0	\$0	\$0	\$61,875
Capital Projects Fund	\$0	\$0	\$10,000	\$0	\$0	\$0	\$10,000
General Fund	\$0	\$0	\$0	\$200,000	\$150,000	\$0	\$350,000
TOTAL PROJECT FUNDING	\$61,875	\$0	\$10,000	\$200,000	\$150,000	\$0	\$421,875
OPERATIONAL COSTS							
Operating Impact		\$0	\$0	\$0	\$16,732	\$17,569	\$34,301
Cumulative Operating Impact		\$0	\$0	\$0	\$16,732	\$34,301	\$34,301
FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00
Cumulative FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00

MAIN STREET RESURFACING

Department:	<u>PUBLIC WORKS</u>	Ranking:	<u>GROUP B - HIGH PRIORITY</u>
Project Status:	<u>NEW PROJECT</u>	Strategic Goal:	<u>MOBILE CITY</u>
Start/Finish Dates:	<u>JULY 2012</u> <u>JUN 2013</u>	Comp. Plan Principle:	<u>MAINTAIN QUALITY OF REDEVELOPED AREAS</u>

Project Description:

Main Street (Elford Street to West Camperdown Way) currently exhibits random pavement cracking. To improve the appearance of the street, the existing surface needs to be milled and resurfaced with asphalt concrete. Additionally, sections of the curb and gutter need to be removed and replaced.

Project Justification (Including Relationship to Strategic Goals, Comprehensive Plan, etc.):

Main Street is a focal point for the City of Greenville and it is imperative that the aesthetics of the city's infrastructure be maintained. Resurfacing Main Street will improve its appearance and provide a better riding surface for motorists.

Method for Estimating Cost:

Current construction costs for milling, placing asphalt concrete, and restriping.

Project Status (As of January 1, 2010):

This is a new project.

PROJECT ITEMS	FUNDING TO-DATE	FY 10/11 COST	FY 11/12 COST	FY 12/13 COST	FY 13/14 COST	FY 14/15 COST	TOTAL PROJECT COST
Planning/Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Site Acquisition Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Improvements	\$0	\$0	\$0	\$345,000	\$0	\$0	\$345,000
Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROJECT COST	\$0	\$0	\$0	\$345,000	\$0	\$0	\$345,000
PROJECT FUNDING SOURCES (LIST)	FUNDING TO-DATE	FY 10/11 EST. FUNDS	FY 11/12 EST. FUNDS	FY 12/13 EST. FUNDS	FY 13/14 EST. FUNDS	FY 14/15 EST. FUNDS	TOTAL PROJECT FUNDING
CBD Tax Increment Fund	\$0	\$0	\$0	\$345,000	\$0	\$0	\$345,000
TOTAL PROJECT FUNDING	\$0	\$0	\$0	\$345,000	\$0	\$0	\$345,000
OPERATIONAL COSTS							
Operating Impact		\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Operating Impact		\$0	\$0	\$0	\$0	\$0	\$0
FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00
Cumulative FTEs Added		0.00	0.00	0.00	0.00	0.00	0.00